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THE BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS

◆◆ VOL. 3 NO. 14 ◆◆
JULY 23 - AUGUST 12, 1992

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LETTER FROM THE EDITOR

It has been interesting to hear how many local people are getting impressed with the look of New Bedford harbor these days. Specifically in the area where the new marina is being constructed and the Seaport Inn and Coast Guard Auxiliary docks.

There is no doubt that this underutilized pocket of the harbor involves one of the most positive developments for the area in recent memory. The long term economic benefits on the city and neighboring town promise to be substantial. Best yet, it will not get in the way of the busy fishing related activity at other docks.

I don't need to say how much this area needs an uplift of any kind. This new marina and surrounding neighbors is a very bright spot indeed. The only remaining ingredient to the marina's success for the coming years lies in effective promotion. We need to send out a warm invitation to all boaters to visit our new port. I am convinced that they will be very impressed as well!

The crew of the F/V Seel prepare to offload their catch of fish at Carlos Seafood last week under the watchful eye of their skipper Toby Lees in the pilot house window.

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Ship to Shore..... *messages from offshore and home*

David Brennan
S/V Trident

To my husband:

Happy Anniversary! Seven happy years gone by, many wonderful ones to come. Thank you for all you've given me.

"I love you!"

Wendy Brennan

Happy B-Day
Capt. Mike MacDonald
F/V Libby II
July 30th

Al Martell
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Jim Holden of Nice Ice
July 26th

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Deadlines are the first and third Friday of each month for the preceeding issue.

NEXT ISSUE MESSAGES FOR PERIOD AUGUST 13 - AUGUST 26

DEADLINE FOR THESE MESSAGES IS AUGUST 7

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The Future Of Fishing From Dr. Fox

Written By John K. Bullard, Director of Fisheries Representation, New Bedford Seafood Co-Op

I wanted to meet Dr. William Fox. I had heard so much about him and none of it was good. I had heard that he wanted to eliminate commercial fishing as we know it and as Director of the National Marina Fisheries Service he is certainly in a position to do it. So on July 8th I went down to Silver Spring, Maryland to see for myself.

Dr. Fox was generous with his time, stretching a half hour appointment to an hour and a half. I then met for two more hours with Dick Schaeffer and other members of the NMFS staff. The following day the New Bedford Seafood Co-Op hosted a small meeting with Gus Edwards, the Deputy Assistant Secretary for Oceans and Atmosphere in NOAA. Mr. Edwards was here representing the Secretary of Commerce, Barbara Franklin, who had been invited to visit Northeast ports by Congressman Gerry Studds.

What emerged from these meetings was a federal vision for fishing that sharply conflicts with that of fishermen and our elected leaders. It will never be easy to reach agreement off the best way to manage fisheries, It will be impossible if we do not share a vision of where we are going. What do these two pictures look like?

The fishermen I have listened to describe fishing as a way of life. It is a tradition that defines us. It is much more than money; it is meaning. When fishermen gathered to write an industry plan for groundfish, we established as our goal "to maintain the character of the traditional Northeast fishery." We said we want to reduce fishing pressure "to maintain a viable fishery. A viable fishery means viable for the fish, the recreational and commercial fishermen and the consumer. A viable fishery means we (both fish and fishermen) survive this year, next year and for however many years it takes to evolve to a more healthy equilibrium."

Many members of the Fishery Management Council felt it was inappropriate to include this vision in our management plan. We felt that without this description of a goal that we shared, we could never agree on a means to reach our goal

This goal of maintaining a traditional fishery is shared by many of out elected leaders. At a Senate Commerce Committee hearing at which I testified in June, many Senators mentioned their intention to protect the traditional fishery. They are clearly in step with their constituents on this point. I cannot say the same for the administration charged with the responsibility of fisheries management.

Dr. Fox's vision for our future wasn't clear to me at first. When I asked him about it he said it was the responsibility of the regional management councils to define the vision that would guide their plans. Later, however, Dick Schaeffer described the Surf Clam Plan as the model for proper enforcement. That plan, with its moratorium and individual transferable quotas, has been a recipe for corporate fishing. Gone are the individual fishermen, earning a living by their own skills. They are now employees of corporations who own all the boats. Agribusiness has come to fishing. Our counterpart to the family farmer has been wiped out, This trend is justified as economic Darwinism, the natural evolution of fishing towards optimal efficiency, and much easier to manage tool! The individual

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fishermen are a regrettable but inevitable casualty, relegated to the history books. Is this the vision of NMFS, the agency that holds our future in their hands?

How can we ever agree on a fishery management plan when our respective visions are so different? What can be done? I made a few suggestions to Dr. Fox:

Talk with us. Dr. Fox should explain his views on commercial fishing directly to us. If he does feel there is a role for commercial fishermen he should tell us. And listen to us. And he has. Dr. Fox made an unannounced visit to the groundfish meetings in Portland and stayed for two days. That's a start.

Follow talk with action. The decisions he makes reflect his policy more than any words. His actions have reinforced the notion that commercial fishermen are not a priority. That needs to change.

Develop a shared vision. We have hundreds of hearings on plans. We spend all of our time discussing how to get there and almost no time discussing where we want to go. Lets

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back up a minute and agree on a destination. We can't have some people aiming for corporate fishing and others aiming at traditional fishing. We'll never hit the target that way. Dr, Fox should schedule regional hearings on the future of fishing - a shared vision.

Improve Council Management. The Chairmen of all the committees for the most part are knowledgeable about fishing. To my eyes they are not trained in consensus building and conflict resolution. I think NMFS could provide that kind of training and greatly improve the way that plans are developed and the time taken to do it,

I make these suggestions in the spirit of constructive cooperation. I am grateful for the interest shown by Gus Edwards, Dr. Fox, Dick Schaeffer and others who shoulder the difficult responsibility of fisheries management. I look forward to working with them to achieve a common goal shared by managers and fishermen alike.

The following letter was received by John Bullard on July 13th following his visit with Dr. Fox;

Dear Mr. Bullard:

I enjoyed our conversation last week. Thank you for taking your time to come to Washington.

I want to put in writing two points that we discussed. First, my goal is to have a strong, productive domestic fishing industry. I do not think that the U.S. should or even can get by on imported fish alone. We are losing $2.9 billion and 500,000 jobs because the resources that the fisheries depend upon need to recover and we need to manage our fisheries more efficiently. Second, my view of the future of U.S. commercial fisheries is not the "agribusiness" model. While we believe that fisheries management must be more economically efficient, the fishery management councils will consider all economic, social and ecological factors in shaping the management system. Certainly every fishery is not a candidate for economic management that would result in a high level of vertical integration. If we can get a good recovery of our fishery resources, I see a very bright future for the small business commercial fisherman.

I wish you every success in your new job and I sincerely hope it results in a giant leap in improved communication.

Sincerely,
William W. Fox, Jr.

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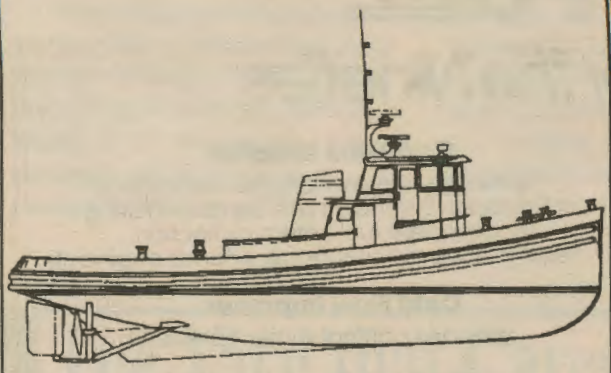

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U.S.Coast Guard Cutter TAHOMA Log

Written By EMS Brenda Kerr, Public Affairs Officer

USCGC TAHOMA departed New Bedford on May 6th for a seven week Fisheries Enforcement patrol covering everywhere from Closed Area I east to the Hague Line and south to Oceanographer Canyon. In addition to normal patrol duties, TAHOMA participated in New York City's International Fleet Week for five days. TAHOMA also made two stops in Halifax, Nova Scotia.

The first part of the patrol TAHOMA went south to Oceanographer and Hudson Canyons in response to fixed gear conflicts between trawler and lobster vessels. We managed to get a few boardings during our two week stay despite the dense fog and rain.

The second half of the patrol was spent around Closed Areas I and II waiting for them to open. We inspected vessels for compliance with fishery regulations and spent a great deal of time talking with captains and crews about the fishing vessel safety regulations.

The night the closed areas opened was a madhouse!! 300+ fishing vessels all trying to be the first into the rich fishing grounds. Once the areas opened we had many opportunities to go aboard boats. We saw a few Coast Guard Safety Inspection stickers. A sticker can save alot of time during a boarding, so we really appreciated the initiative to get the safety inspection done dockside. We were also pleased to see the how good most boats looked. We found no major fisheries violations. Also, we found that most boats pretty much do comply with the safety regulations.

TAHOMA also had several instances where we rendered assistance to various boats. We provided medical assistance to two fishing vessels who had ill crew members; towed one dragger (Teresa Marie IV out of Portland, ME) into Provincetown Harbor - she had engine problems; and set up a communications schedule with A.B. MacLellan, a gill netter with fouled screws, until a 110' patrol boat came out to tow her in.

All-in-all, the patrol was very diverse and gave us a chance to learn more about the fisheries laws and treaties. Most boats we boarded were very helpful in training our newer boarding team members. We hope the good relationship TAHOMA has with the fisherman will continue.

If any fishing vessel would like to get a Coast Guard Dockside Safety Inspection, contact Chief Warrant Officer Jim Price or Petty Officer Paul Krug at the Marine Safety Office's new New Bedford Office at (508) 999-3805. Remember, this sticker is optional at present, but is going to become mandatory soon.

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The New Bedford Seafood Festival Committee is kindly requesting all boatowners, captains, crews, and seafood dealers to consider a contribution of a tote of fish or bag of scallops between now and August. You will be given complimentary tickets to the festival for your donation.

Please call Mike at 999-5231 or see Gary Golas at the morning auction on Conway Street

The goals of the Seafood Festival are to:
Raise Public Awareness of Importance of Fishing Industry To New Bedford
and
Build Consumer Confidence that New Bedford landed Seafood is the Best seafood To Purchase, Prepare and Consume.

The event is sponsored by the New Bedford Area Chamber of Commerce and the Offshore Mariners Wives Association

Scallop and Fish Landings/Prices 39 Years Ago

Information provided by National Marine Fisheries Service

The following information was accertained from the public seafood auctions at Pier Three back in 1953 when the NMFS had started accumulating statistics of daily landings in New Bedford. The Barnacle Magazine will make this feature a regular item.

July 20, 1953 Scallopers

Barbara M	2,800 lbs Scallops
Bright Star	10,700 lbs Scallops
Christina J	10,500 lbs Scallops
Dagny	7,500 lbs Scallops
David A	10,125 lbs Scallops
Edith	4,500 lbs Scallops
Empress	11,000 lbs Scallops
Nantucket	10,200 lbs Scallops
Palestine	10,400 lbs Scallops
Porpoise	10,750 lbs Scallops
Rosalie F	10,300 lbs Scallops
Ursula M Norton	10,500 lbs Scallops
TOTAL 109,275 LBs	PRICE: .42/35 to .42/70

Draggers

Annie Louise	5,500 lbs (fluke)
Dorothy	2,300 lbs (fluke)
Invader	20,000 lbs
Pauline H	68,800 lbs (34. haddock, 20. cod, 12. blackback, 23. fluke)
Phyliss J	5,800 lbs (fluke and scup)
Susie O'Carver	6,500 lbs
Madeline	4,000 lbs
TOTAL 112,900 lbs	

40,000 lbs Haddock .13
20,000 lbs Cod .08
300 lbs Yellowtail .10
16,000 lbs Lemonsole .31
12,000 lbs Blackbacks .10-.36
23,000 lbs Fluke .10-.33
500 lbs Pollock .03
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Coast Guard Reports

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June 12, 1992/ 8:46 AM

The F/V Cape Star called for Coast Guard medical assistance 20 miles east of Nantucket. A 33 year old crewman was injured after being struck in the face by metal strapping that was entangled in the net as it came aboard. The bleeding was under control, but the man was shaking and convulsing. The flight surgeon was briefed and recommended evacuation by helicopter. A helicopter was launched and successfully hoisted the man for medical treatment.

June 13, 1992/ 1:21 AM

Coast Guard Operation Center received a signal which indicated that the F/V Lori B's 406 EPIRB was activated 80 miles east of Provincetown. The EPIRB was registered so the boat name and description was provided. Coast Guard Station Woods Hole attempted to call the vessel by radio, but was not successful. An aircraft was launched to locate the vessel which was easily done. The EPIRB had been accidentally activated and the vessel was in no distress.

June 14, 1992/ 11:53 PM

Coast Guard Stations Provincetown and Cape Cod Canal copied a male caller transmitting, "This is the Widow Maker. This is a distress." The call was transmitted twice. There was no response to Coast Guard call backs as well as the urgent marine broadcast.

June 15, 1992/ 11:49 AM

Coast Guard Operation Center received a signal that the F/V JBJ's 406 EPIRB was activated in the vicinity of Newport, R.I. The EPIRB was registered and upon further investigation was verified that the vessel was moored at a Newport fish market. The owner of the vessel went to the vessel and disconnected the battery. The owner stated that it was a replacement 406 EPIRB when the original had failed and accidentally activated a signal and a Coast Guard search a few months ago. The EPIRB company sent him an improved model that was supposedly not prone to failure.

June 15, 1992/ 4:09 PM

Coast Guard received a signal which indicated that the F/V Patience's 406 EPIRB was activated in the vicinity of closed area II. The EPIRB was registered. The vessel did not respond to radio calls from Woods Hole. A Coast Guard aircraft was directed to investigate and while it was enroute it had hailed the vessel on channel 16. The vessel answered the call and advised the Coast Guard that their EPIRB had been accidentally activated while the vessel was being cleaned.

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June 15, 1992/ 10:36 PM

A Florida longliner, the F/V Rebel Queen had notified the Coast Guard from 130 miles that a 37 year old crewman had fallen overboard and not been located yet. The man had been tending or setting the ship's land line and was noticed at 10:00 PM at the stern. The Coast Guard sent a jet and helicopter to search for the man. The F/V Provider responded for the vessel's calls for help and assisted in the search. Prior to the arrival of the Coast Guard, the F/V Provider located the man. He had been in the water for 60-90 minutes and was taken onboard the vessel with no vital signs. The flight surgeon recommended CPR and a helicopter medevac. The F/V Provider crew was directed to commence CPR. The crew knew CPR, but the Operation Center required the communicating Coast Guard Station to read the CPR over the radio to ensure it was done correctly. The helicopter arrived on the scene 45 minutes after CPR was started. The aircraft made several attempts to put a basket on the vessel, but the pilot decided that the hoist was too risky and aborted the mission. The flight surgeon was consulted again for permission to stop CPR. With his concurrence CPR was stopped and the time of death was noted. The vessel was enroute to bring the body to New Bedford.

June 16, 1992/ 3:28 PM

Coast Guard Station Woods Hole overheard a 16-18 year old male voice call, "Mayday" on channel 16. There was no response to numerous Coast Guard call backs or to the urgent marine broadcast which was issued. There have been no reports of overdues or any kind of distress in the area. No directional find of the signal was obtained.

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Area Man Awarded Master License

Brian T. Mulvey of New Bedford has been awarded a U. S. Coast Guard Master, 50 Ton, Near Coastal license with Towing Assistance Endorsement. He also was awarded an Able Seaman document. Captain Mulvey is the grandson of the late New Bedford fishing captain, Cecil G. Foote, Sr.

To earn the license and document, Mulvey was required to pass two half-day examinations by the Coast Guard in Boston. He studied for the tests by completing Exam-Prep courses at Northeast Maritime in New Bedford.

Captain Mulvey is an employee of the Corps of Army Engineers. Captain Mulvey crews on the Engineers' Cape Cod Canal tugs and patrol boats. He is a veteran having served in the Coast Guard for four years.

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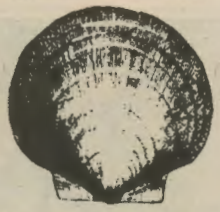
SCALLOP LANDINGS



Monday, July 6, 1992	*No Scallopers At Auction*	
Tuesday, July 7, 1992	*No Scallopers At Auction*	
Wednesday, July 8, 1992	*No Scallopers At Auction*	
Thursday, July 9, 1992	*No Scallopers At Auction*	
Friday, July 10, 1992	*No Scallopers At Auction*	
Monday, July 13, 1992	*No Scallopers At Auction*	17 vessels in port
Tuesday, July 14, 1992	*No Scallopers At Auction*	8 vessels in port
Wednesday, July 15, 1992	*No Scallopers At Auction*	7 vessels in port
Thursday, July 16, 1992	*No Scallopers At Auction*	2 vessels in port
Friday, July 17, 1992	*No Scallopers At Auction*	3 vessels in port

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Thanks to Flavian Starvish of Fairhaven, these three men represent decades of fishing experience.
On the far left is Arthur Souza who served as cook on for over 45 years including his last job on the F/V Valkyrie. In the middle is Dennis Hogan, former Captain and owner of the dragger Commonwealth who fished over 40 years. On the right is Arnold "Woody" Bowers who never had a trip off on the dragger Ellen Marie which he was the skipper of for many years.

Attention All New Bedford Fishermen and retirees!!

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Offshore Mariners Association Update

Written by Howard Nickerson, Executive Director

The New Bedford Seafood Producer's Association has closed it's doors and the New Bedford Seafood Co-operative Association has opened a new Division and John K. Bullard has been hired as their Director of Fisheries Representation.

Contrary to certain press releases of late however, Offshore Mariners' Association continues to give its members, the fishing community and the fishing industry, its years of experience and expertise with the difficult problems facing us now and in the near future.

Last week we were in Danvers, Massachusetts at four (4) days of New England Fishery Management Council Meetings of intended conservation and resource management for the commercial sea scallop and groundfish industries, so vital and necessary to the Greater Port Area of New Bedford and its continuing financial future and especially jobs.

The fight to eliminate the meat count before years and continues onward.

Phil Coates, Director of Mass. Division of Fisheries serves as Chairman of the Councils' Scallop Committee. He has lots of patience and expertise in handling people, to try to achieve his main purpose and get a scallop plan acceptable to the Fishery Council which he can present in August. If they agree, perhaps the plan then, can go to Public Hearings in September of 1992. We will continue to attend meetings, speak out and get yoy the best plan possible.

Because so very few scallopers sell their catches at the Seafood Exchange, it's difficult to keep track of who is in port and who is out on the grounds scalloping.

This is a real hardship in scheduling meetings so that I can explain what's going on at all the meetings that I am attending.

Therefore, I am really appreciative that the Barnacle and it's Publisher/Editor gets the waterfront fishing news out to the people of the industry, as well as to so many others in the community who are interested as well.

It's time that O.M.A. set a specified day and time as we previously did. **Meetings will he held the 3rd Thursday of the month at 2:00 pm. in the H.D.C. Wharfinger Building.** We will use the former Seafood Auction Room courtesy of the H.D.C. Director, Marty Manley.

The Blessing of the Fleet is moving along and don't forget the date is August 16th, the third Sunday of August as usual.

The Offshore Mariner's Wives Association is getting everything ready and if the weather will only cooperate, we will have another great family day. It's our way of getting crews and families together. We cannot forget the Religious significance of the Blessing however. Hope that the Public too will come by and see the Parade of Vessels who participate in the Blessing.

Remember the date of the next membership meeting, **Thursday, July 16th, 2:00 pm. in the old Auction Room on Fishermen's Wharf.**

See you soon - The Coffee Pot is on 8:00 am. to 12 Noon. Come in and find out what's going on.

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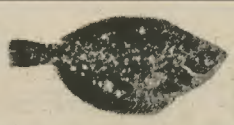

Alentejo 15,600/ Caravelle 16,000/ Helen Marie 23,000/ Lucisaura 16,500/ Lady of Grace 20,700/ Luso America II 18,100/ Vila De Ilhavo 15,800

TOTAL 125,700 lbs

July 6, 1992
Monday

2,700 lbs	Haddock Large & Scrod 1.45-1.75
40,000 lbs	Cod Whale 1.10/ Large 1.00-1.40 / Markets 1.05-1.40/ Scrods 1.10-1.40
12,800 lbs	Channel Flounder Large Blackbacks & Small Blackbacks 1.60-2.00/ PW .80-1.60
12,400 lbs	Dabs Large 1.00-1.40/ Small .80-1.30/ PW .60-1.15
1,300 lbs	Greysole Large 2.00/ Small 1.50/ PW 1.00
4,000 lbs	Pollock 1.00-1.25
3,200 lbs	SandDabs .50-1.10
49,100 lbs	Yellowtail 100-120 count 1.55-1.60 / 160-180 count 1.10-1.20

Lucimar 17,000/ My Way 18,000/ Seel 12,700/ Shelagh K 24,700/ Sunshine 15,600

TOTAL 88,000 lbs

July 7, 1992
Tuesday

34,500 lbs	Cod Large 1.20-1.30/ Markets 1.20-2.00/ Scrods 1.20-1.22
12,200 lbs	Channel Flounder Large 1.20-2.00/ Small Blackbacks 1.20-2.00 / PW 1.00-1.20
300 lbs	Greysole Large & Small 1.50
7,400 lbs	Pollock 1.00
3,600 lbs	SandDabs .60
14,300 lbs	Yellowtail 100-120 count 1.25-1.60/ 160-180 count 1.03

Costa & Corvo 17,600/ Galicia I 12,600/ Jenny & Cristina 19,000/ Luso-American I 17,500/ Sancor 18,600/ Sao Marcos 17,200/ Senhora Da Boa Viagem 15,000/ Southern Crusader 18,000/ Sunflower 19,300/ Triunfo 13,500

TOTAL 168,300 lbs

July 8, 1992
Wednesday

300 lbs	Haddock Large 1.00-1.50
69,700 lbs	Cod Whale 1.10/ Large 1.00-1.45/ Markets 1.00- 1.20/ Scrods .80-1.10
22,300 lbs	Georges Lemonsole 1.80/ Large Blackbacks 1.70-1.80/ Small Blackbacks 1.65-1.80/ PW .80-1.00
7,100 lbs	Channel Flounder Large 1.60-1.75/ Small Blackbacks 1.60-1.65 / PW .80-1.60
2,600 lbs	Dabs Large .80-1.50 / Small .60-1.40 / PW .40-1.30
1,000 lbs	Pollock 1.00
6,900 lbs	SandDabs .40-.60
58,200 lbs	Yellowtail 100-120 count 1.25-1.30/ 160-180 count .95-1.00

Imigrante 13,300/ Niagara Falls 28,000/ Praia Da Torreira 18,400/ Ria De Aveiro14,900/ Santa Antonio 15,000/ Shannon III 12,900

TOTAL 102,500 lbs

July 9, 1992
Thursday

400 lbs	Haddock Large and Scrod 1.50
38,400 lbs	Cod Large 1.10-1.50/ Markets 1.20-1.50/ Scrods 1.05-1.50
16,500 lbs	Georges Lemonsole 1.80/ Large , Small 1.80/ PW .80
20,300 lbs	Channel Flounder Large BB & Small BB 1.60-1.80/ PW .80-1.10
6,600 lbs	Dabs Large 1.40/ Small 1.00-1.10 / PW .70
400 lbs	Greysole 2.00/ Small 1.25/ PW 1.00
600 lbs	Pollock .50-1.00
1,300 lbs	SandDabs .60
18,000 lbs	Yellowtail 100-120 count 1.45-1.55 / 160-180 count 1.05-1.15

Bonansa 12,900/ Isabel S. 18,200/ Sao Paulo 17,500/ Susie K 12,000/ Valkrie 14,600

TOTAL 75,200 lbs

July 10, 1992
Friday

19,400 lbs	Cod Large 1.15-1.70/ Markets & Scrods 1.20-1.70
26,100 lbs	Channel/Shoal Large BB 1.70-2.00/ Small 1.51-1.80/ PW 1.15-1.20
200 lbs	Dabs Small & PW 1.30
1,000 lbs	Pollock .80
28,500 lbs	Yellowtail 100-120 count 1.60 / 160-180 count 1.06

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Maureen S 14,300/ Neves 17,000/ Humbak 16,300/ United States 19,000/ Chain 12,500/ Marlu 16,000/ Atlantis 12,500/ Sao Jacinto 10,700/ Atlantic Star 16,100

TOTAL 134,400 lbs

July 13, 1992
Monday

25,000 lbs	Cod Large 1.50-1.60/ Markets & Scrod 1.00-1.50
41,000 lbs	Channel Flounder Large 1.45-2.00/ Small BB 1.10-1.70/ PW .80-1.40
14,000 lbs	Dabs Large 1.00-1.30 / Small .80-1.10/ PW .60-.70
2,000 lbs	Greysole Large 1.00-2.00 / Small .80-1.25/ PW .60-1.00
700 lbs	Pollock .40-.80
300 lbs	Sand Dabs .50
50,000 lbs	Yellowtail 100-120 count 1.30-1.55 / 160-180 count 1.05-1.27

Buenos Aires 13,500/ Mayflower 18,900/ Virginia Sands 21,500/ Portugal 19,000/ Curlew II 9,400/ Rams 14,500/ Nauset 8,700

TOTAL 105,500 lbs

July 14, 1992
Tuesday

300 lbs	Haddock Large 1.15-1.25 Scrod 1.25
29,000 lbs	Cod Whale 1.15/ Large & Markets 1.15-1.40/ Scrod 1.15-1.40
38,000 lbs	Channel Flounder Large 1.65-2.00 / Small BB 1.50-1.65/ PW .80-1.30
12,000 lbs	Dabs 1.20-1.30/ Small .90-1.20/ PW .80-1.20
700 lbs	Greysole Large & Small 2.00/ PW 1.30
4,000 lbs	Sand Dabs .30-.50
19,000 lbs	Yellowtail 100-120 count 1.00-1.60/ 160-180 count .80-1.00

Narragansett 15,500/ Santa Queen 14,500/ Elizabeth 7,500/ Ana Palmira 19,100

TOTAL 56,600 lbs

July 15, 1992
Wednesday

6,300 lbs	Cod Large , Markets & Scrod 1.25
6,000 lbs	Channel Large BB 1.40-1.50/ Small 1.301-.40/ PW 1.25
1,500 lbs	Sand Dabs .50
19,000 lbs	Yellowtail 100-120 count & 160-180 count .95

Alem Mar 18,500/ Capt Mano 18,500/ Lucky Venture 14,100/ T. Louis 18,200/ Foz Mondego 17,500/ Ruthie B 12,100/ Sea Siren 15,300/ Voyager I 17,500/ Calypso 11,100

TOTAL 142,800 lbs

July 16, 1992
Thursday

14,000 lbs	Cod Large 1.30-1.35/ Market 1.30-1.40/ Scrod 1.30-1.35
14,000 lbs	Georges Flounder 1.75-1.80/ Large BB 1.65-1.70/ Small BB 1.40-1.60/ PW 1.00
8,000 lbs	Channel Flounder Large 1.50/ Small BB 1.35/ PW .80
1,000 lbs	Dabs Large 1.25/ Small .80-.90/ PW .60-.75
600 lbs	Greysole Large 1.75 / Small 1.25 / PW .40
800 lbs	Pollock .40
7,000 lbs	Sand Dabs .20-.50
97,000 lbs	Yellowtail 100-120 count .85-.95 / 160-180 count .65-.70

Linda Ilda 18,800/ Ilda Corso 15,900/ Cowboy 19,700/ Caravelle 16,000/ Shelagh K 15,200/ Helen Marie 17,000/ See; 16,500/ Sea Breeze 16,200/ Luzo American II 16,000

TOTAL 151,300 lbs

July 17, 1992
Friday

44,000 lbs	Cod Whale 1.10/ Large , Market & Scrod 1.10-1.15
8,000 lbs	Georges Flounder 1.50/ Large BB 1.50/ Small BB 1.30 / PW 1.30
57,000 lbs	Channel Flounder Large 1.20-1.35 / Small BB 1.00-1.12/ PW .70-1.00
700 lbs	Dabs Small .80/ PW .60
800 lbs	Greysole Small .80/ PW .60
1,000 lbs	Pollock .40-.50
6,000 lbs	Sand Dabs .30-.60
24,000 lbs	Yellowtail 100-120 count .90-1.00 / 160-180 count .65

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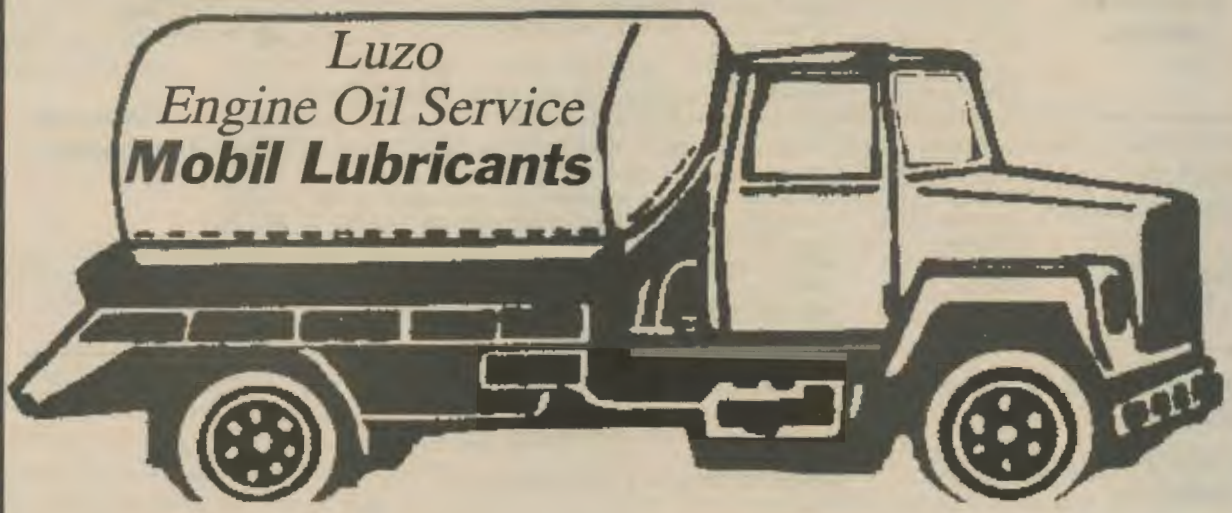

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Tuesday, July 14, 1992	Boston $3.25-3.50 North Shore $3.50 culls $3.00 South Shore $3.50
Wednesday, July 15, 1992	Boston $3.25 North Shore $3.50 culls $3.00 South Shore $3.50
Thursday, July 16, 1992	Boston $3.25 North Shore $3.50 culls $3.00 South Shore $3.50
Friday, July 17, 1992	Boston $3.25 North Shore $3.50 culls $3.00 South Shore $3.50

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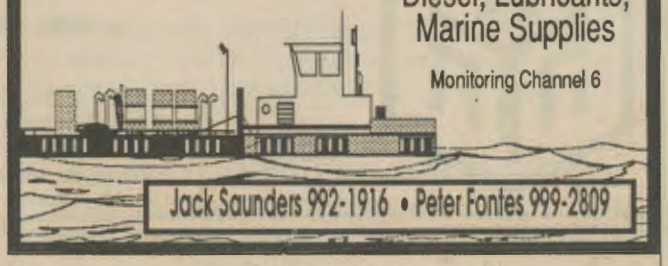

The Certificate of Documentation must be presented, upon demand, to any Customs or Coast Guard Officer.

Identification of a Documented Vessel

All documented commercial fishing vessels must be identified as follows:

(1) The official number must be permanently marked in block type arabic numerals not less than 3 inches in height on a clearly visible interior structural part of the hull. The number is preceded by the letters "N.O." so that the display of number reads as follows: "N.O. 123456"

(2) The vessel name and hailing port (including state, territory or possession) must be permanently displayed on the stern (or alternately on both quarters) of the vessel. Abbreviations of the city of the hailing port (such as "N.B." for New Bedford) are not acceptable; however, the state may be abbreviated (such as MA or Mass). The name must be permanently displayed on each bow. Characters (Latin letters and Arabic or Roman numerals) must be clearly legible and not less than 4 inches in height.

Renewal of Document

The Certificates of Documentation are valid for one year only. The certificates must be renewed on or before the last day of the month in which the certificate expires, indicated by validation sticker placed on the document. As the owner of a documented vessel, you should receive a renewal notification about six weeks before the document is due to expire. If, however, you do not receive this notice in the mail, by the beginning of the month in which the document expires, start the renewal process yourself by contacting the Vessel Documentation Office that issued the Certificate of Documentation in order to insure that the renewal process is completed on time and that the document does not lapse. Certificates of Documentation are not surrendered for renewal, but a renewal form must be submitted to the Documentation Officer either in person or by mail. The validation renewal sticker that you receive from the Documentation Officer, indicating that the vessel's document has been renewed, must be placed on the document in the appropriately marked block. (Documentation Office Boston, telephone: 617-223-3030; Documentation Office New York, telephone: 212- 668-4942.)

Penalties

46 United States Code, Section 12122, provides the following penalties for violations of documentation laws and regulations:

VIOLATION	*MAXIMUM CIVIL PENALTY*
Late renewal	**$500.00**
Any other violation of the vessel documentation laws or regulations	**$500.00 per occurrence**
Use of a vessel documented for the pleasure trade only in another trade	**Forfeiture of the vessel**
Fraudulent application	**Forfeiture of the vessel**
Fraudulent use of certificate	**Forfeiture of the vessel**

Surrender of Certificate

A Certificate of Documentation must be surrendered to a Coast Guard Documentation Officer when one or more of the following occurs:

(l) The ownership of the vessel changes in whole or in part.

(2) The general partners of a partnership owning the vessel change by addition, deletion, or substitution.

(3) The home port of the vessel changes.

(4) The gross or net tonnages, or dimensions of the vessel change.

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(5) The name of the vessel changes.
(6) The restrictions imposed on the vessel change by addition, deletion, or substitution.
(7) The legal name of any owner of the vessel changes.
(8) A tenant by the entirety owning any part of the vessel dies.
(9) A self-propelled vessel becomes non-self-propelled, or a non-self-propelled vessel becomes self-propelled.
(10) The trade endorsement of the vessel changes by addition, deletion, or substitution.
(11) The discovery of a substantive or clerical error made by the issuing Documentation Officer.
(12) The vessel is placed under the command of a person who is not a citizen of the United States. (The document by be re-validated by the Documentation Officer when the vessel is once again placed under the command of a citizen of the United States.)

If a vessel's Certificate of Documentation is allowed to expire the document becomes invalid and must be given up to a Coast Guard Documentation Officer. Failure to renew and failure to give up the document are separate violations.

State Numbering

If a vessel is less than 5 net tons and equipped the propulsion machinery, it must be numbered. Numbering is done by the STATE of principal use with the exception of Alaska, where it is done by Coast Guard. The vessel will receive a Certificate of Numbers from the state, or in the case of Alaska, the Coast Guard.

Requirements For State Numbered Vessels

A. The current Certificate of Numbers must be on board when the vessel is in operation.
B. The characters (letter and numbers) issued to the vessel must be displayed as follows:

(1) The characters must be placed on both sides of the forward half of the vessel.

(2) The characters must be either painted on or attached in some permanent way to the hull.

(3) The characters must be block letters and numbers not less than 3 inches in height, and contrast in color to the background on which they are placed.

(4) The letters at the beginning and the end of the number must be separated from the numbers by a space equal to the size of one of the characters. This space may be left blank of have a hyphen inserted in it.

(5) The characters must be displayed on the vessel to read from left to right. *EXAMPLES: AB 1234 CC or AB-l234-CC.*

C. The current validation sticker, if issued, must be displayed in accordance with the instructions provided by the issuing authority.

Fishing Numbers required By National Marine Fisheries

Commercial fishing vessels in the Northeast Region, over 25 feet in length, fishing for regulated species, in the Fisheries Conservation Zone (FCZ), must display their Official Number (documentation number or state number) on each side of the deckhouse or hull, and on an appropriate weather deck. (If a weather deck is impractical, the house top of a deckhouse or wheelhouse is recommended.)

The identifying numbers shall be permanently affixed to the vessel in a contrasting color, and be block characters (Letters and Arabic numerals) that are:
(a) At least 18 inches in height for vessels over 65 feet in length.
(b) At least 10 inches in

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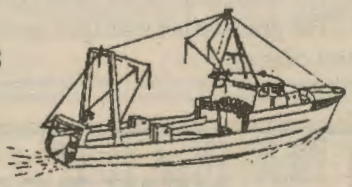

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height for all smaller vessels.

The operator of the vessel shall:

(a) Keep the identifying marking clearly legible and in good repair.

(b) Insure that no part of the vessel, its rigging or its fishing gear or tackle obstructs the view of the markings from an enforcement vessel or aircraft.

A vessel carrying fishing parties for hire must also meet these requirements except that the markings are not required to be permanent.

(Note: There are different vessel identification requirements for other fisheries management plans in other Regions of the country.)

For Further Information

If you still have not received a copy of the new fishing vessel safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Mr. Ted Harrington or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444.

Courtesy Examinations

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing vessel contact the Fishing Vessel Safety Specialist in your area: LT Trish McAllister, MSO Portland, Maine (207-780-3251); CWO Joe McKechnie, MSO Boston, Mass. (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203-468-4400); or, LT(jg) Paul Arnett, MIO New York (212-668-7810).

If you would like the Coast Guard to conduct a courtesy examination of your recreational vessel contact the local Coast Guard Station, the local Coast Guard Auxiliary, or the Boating Safety Division at 617-223-8310.

Richard C. Hiscock is founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety. He is a member of the Society of Naval Architects and Marine Engineers, the U.S. Marine Safety Association and serves on the Coast Guard's National Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.

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Congratulations to Edna P. Winslow of Mattapoisett for sending us this great recipe!

Scallop Florentine

1-10 oz pkg frozen chopped spinach
salt
pepper
1 lb scallops
1 tablespoon butter or oleo
dash of nutmeg
1/2 cup evaporated milk
1 cup shredded cheddar cheese
1/4 tsp worcestershire sauce
1/2 tsp dry mustard

1. Cook spinach as directed on package — season with salt, pepper and butter.
2. Arrange in greased 10x6x2 baking dish.
3. Place scallops on spinach mix
4. Mix milk with remaining ingredients and pour over spinach and scallops
5. Bake 25 minutes in 375 degree oven. Sprinkle with paprika.

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Congressional Committee Approves Bill Clarifying Tax Status of Fishermen

WASHINGTON, D.C. The Committee on Ways and Means has approved legislation — requested by the New Bedford fishing industry and authored by U.s. Representatives Gerry E. Studds and Brian Donnelly — to clarify the self-employed status of small family fishermen.

"This is an extremely significant action for New Bedford fishermen," Studds said. "At a time when the industry needs all the support it can get, this bill removes a tremendous burden on New Bedford's fleet. Without this relief, our fleet could literally have gone under."

In 1988, the Internal Revenue Service suddenly and without notice reversed its interpretation of the 1976 Tax Reform Act provisions which were enacted to help the owners of small fishing vessels comply with the tax law. Those measures had specified that fisherman who worked on fishing vessels with less than ten crewmembers and who received a share of the catch as their pay could continue to be treated as self-employed for tax purposes.

"Not only did the IRS reverse its interpretation of the law," Studds said, "they did so retroactively, subjecting boat owners to back taxes, penalties and interest that they could not possibly have known about."

"Clarification of this matter is vital to the survival of the New Bedford fishing fleet," Studds said. "Currently, the IRS has placed liens totalling over $10 million dollars on some 100 fishing vessels. In some cases, these liens have prevented vessel owners from upgrading or repairing their vessels, replacing engines or obtaining any type of additional financing."

Studds has been pressing for clarification of the law since the IRS reversed its decision. Last Congress, Representatives Studds and Donnelly sponsored legislation (H.R. 4468) to overturn the new IRS interpretation. The bill passed the House in the final hours of the 101st Congress, but a senior Republican blocked the bill in the Senate.

Studds and Donnelly then introduced similar legislation this Congress (H.R. 2048) which contains the provisions approved by the Ways and Means committee today. The bill clarifies the intent of Congress when it passed the 1976 tax reform low, and, according to Studds, "sets straight — once and for all — the tax rules as they apply to fishermen."

The legislation will now be considered by full House.

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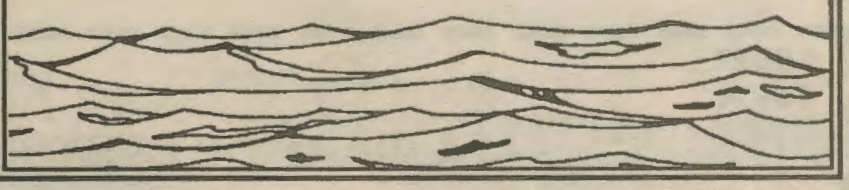

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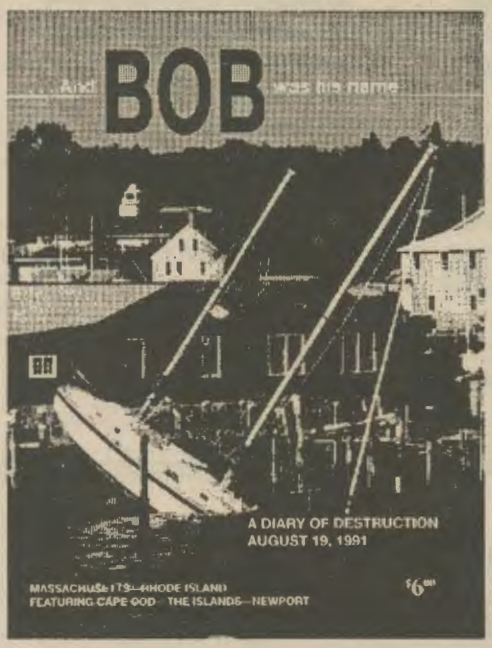

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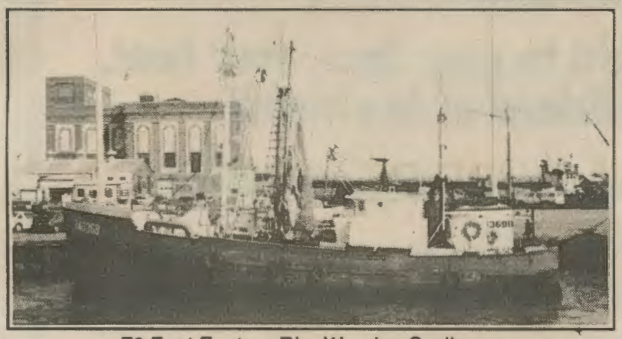

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CALENDER OF FISHERY EVENTS

Fishery Council GROUNDFISH ADVISORS Meeting,
Wednesday, July 29, Mansfield

Fishery Council GROUNDFISH COMMITTEE Meeting,
Thursday, July 30, 10am, Mansfield

New Bedford Seafood Co-Op SCALLOP COMMITTEE Meeting,
Friday, July 31, 9:30am, Co-Op Wharf

Fishery Council SCALLOP COMMITTEE Meeting,
August 3, 10am, East Boston

Fishery Council GROUNDFISH ADVISORS/COMMITTEE Joint Meeting,
Tuesday, Aug. 4, 10am, East Boston

Offshore Mariners Association MEMBERSHIP Meeting,
August 20, 2pm, Wharfinger Bldg.

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